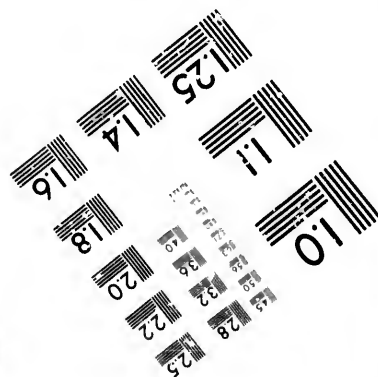
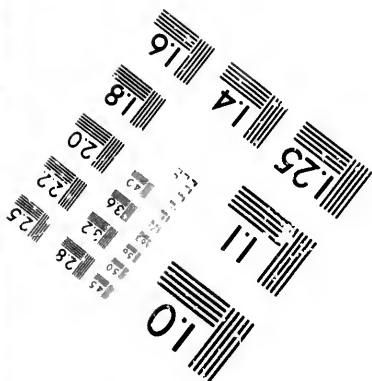
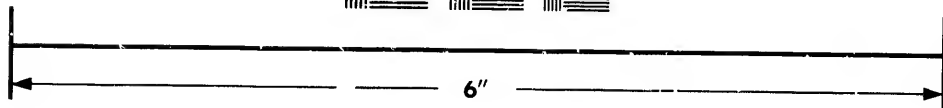
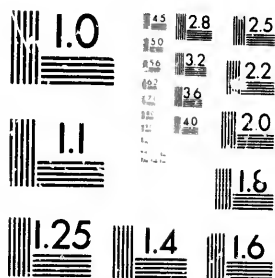


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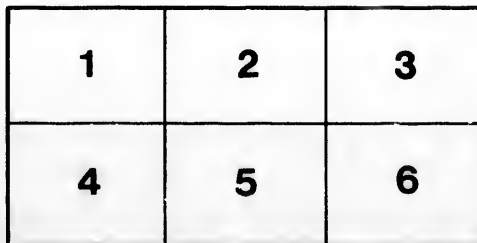
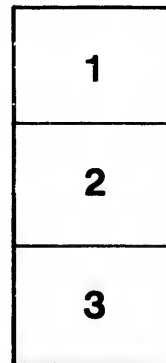
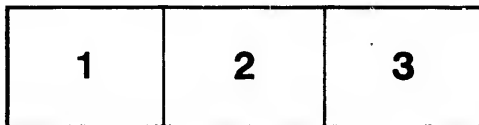
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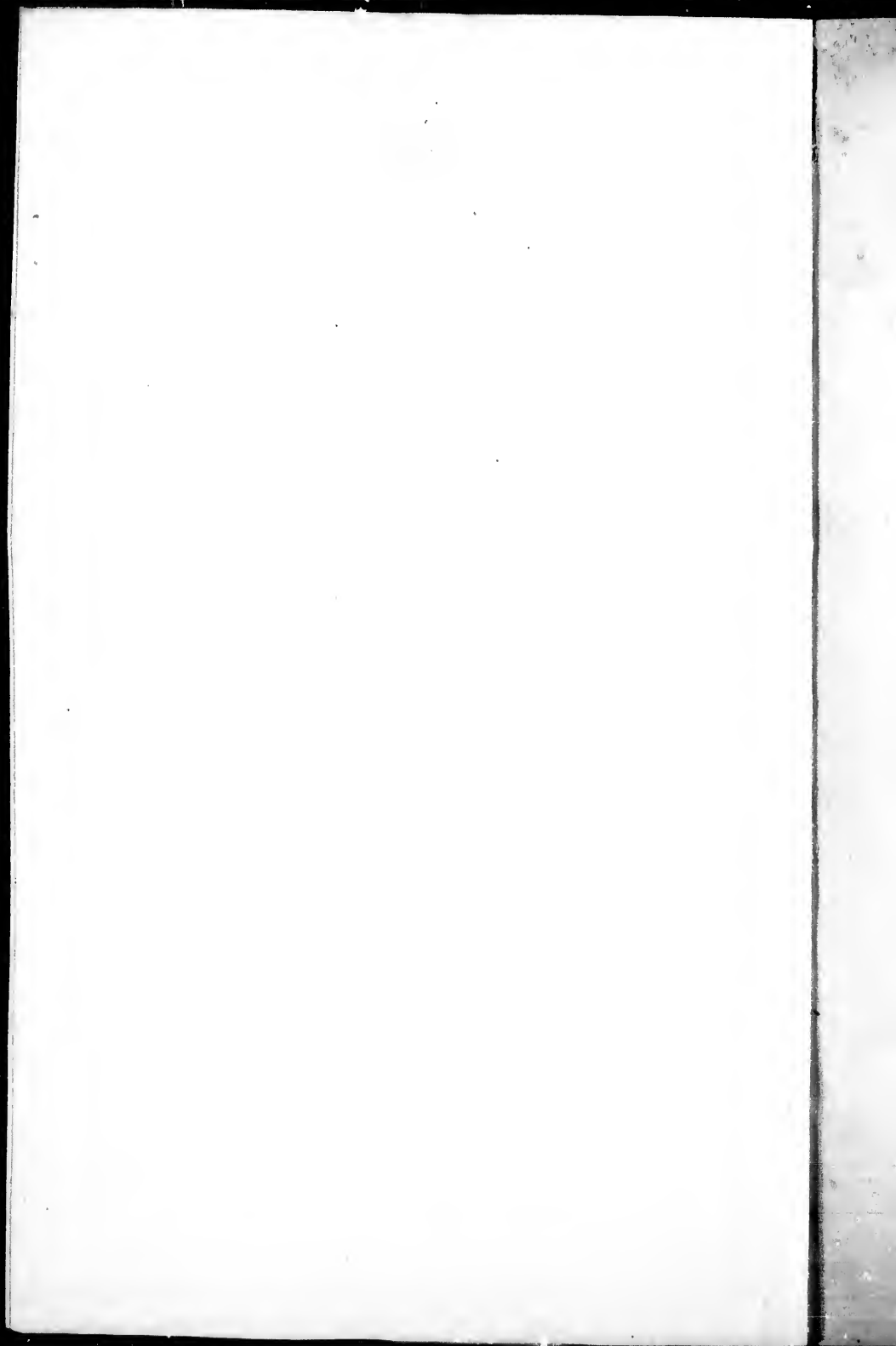
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REPLY TO LETTER OF
"OLD SETTLER,"

PUBLISHED IN THE

"TIMES" NEWSPAPER,

ON THE SELECTION OF A TERMINUS ON THE PACIFIC COAST
FOR THE PROPOSED CANADIAN PACIFIC RAILWAY.

By

A BRITISH NORTH AMERICAN.

LONDON:

BENJAMIN SULMAN,

METROPOLITAN WORKS,

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INTRODUCTORY NOTE.

THE following letter has been written in reply to a communication signed "Old Settler," which appeared in the columns of the *Times* on the subject of the choice of the terminus on the Pacific coast for the proposed Canadian Pacific Railway.

The writer, a resident of Victoria, Vancouver Island, possesses great local information, and naturally desired that the disparaging remarks of "Old Settler," located on the mainland, should be refuted in the same journal that gave them currency.

With the pressure on the space of the daily press it seemed hopeless to ask the insertion of so long a reply in the *Times*, or to seek the insertion in any other paper, whilst it also appeared desirable that the letter should take a less ephemeral form, and pass in a convenient shape into the hands of persons taking a special interest in the subject-matter.

From a spirit of fairness, and to facilitate a clear understanding of the question discussed, the letter commented upon is printed in an appendix.

It has also been considered that the formation of a correct judgment on the matter at issue would be aided if in the appendix works of authority were instanced, from which valuable information is obtainable, and if extracts were given from some of those least accessible.

Upon reference to the appendix attached to Mr. Fleming's report on the surveys and preliminary operations for the Canadian Pacific Railway (*vide* p. 282) it will be observed that he was desirous of eliciting the experience of the officers of H.M. Navy who had served on the Pacific coast respecting "the several harbours where the land lines are projected to

terminate, the approaches thereto from seaward, as well as anchorage for vessels at different points along the coast."

Eight points on the mainland coast are instanced, but Mr. Fleming adds, "The application should, however, not be confined to information respecting these points; it should embrace all that is known with regard to the various inlets and waters of the Pacific coast within the limits of British Columbia."

The inquiries submitted through the Colonial Office to the Admiralty should surely have brought into prominence the naval and commercial value of Esquimalt Harbour. With one exception the replies have compared the relative advantages of mainland termini only.

It therefore becomes desirable to supplement the information obtained. For this purpose is given the graphic description of Esquimalt Harbour by the correspondent of the *Times* in 1858; the opinion of Admiral Richards upon its naval and commercial value in 1858 in reply to the request of the late Sir E. B. Lytton, then Minister for the Colonies; and testimony to the same effect by other officers of H.M. Navy.

It is next of importance to show how great are the marine difficulties by which any mainland port would be reached, and upon this head reference may be made to the "Vancouver Pilot," published by the Admiralty from the surveys of Admiral Richards, and to a less accessible book, the "Report of the Superintendent of the U.S. Coast Survey during the Year 1858," published at Washington in 1859.

Reference should also be made to the strongly expressed statement of Captain John Devereux, at page 308 of appendix to Mr. Fleming's report; and to the opinion of Commander Pender, R.N., at page 300 of the same book.

The disadvantages of access by the Haro Strait from a military point of view, owing to the position of the American island of St. Juan, have been forcibly put by the Rev. G. M. Grant, Secretary to the Expedition of the Engineer-in-Chief of the Canadian Pacific Railway, in his well-known book "Ocean

to Ocean." Writing of San Juan, Mr. Grant states at page 338, "It commands the entrance to British waters, British shores, a British river, and a British province. There is a hill on San Juan about a thousand feet high, a battery on which would command the whole strait."

From the same point of view it is important to consider the opinion of General Tatten, Chief Engineer of the United States Army, of the disadvantages under which British settlements and commerce might be placed. This opinion is quoted at some length in the appendix.

In order to appreciate the commercial value of Esquimalt Harbour, the works cited in the appendix should be carefully studied; and its importance as a station for refitting the ships of H.M. Navy, and recruiting the health of men impaired by service in Chinese waters, should not be overlooked.

VANCOUVER ISLAND AND THE MAINLAND OF BRITISH COLUMBIA.

IN the *Times* newspaper there was published in January, 1877, a letter signed "Old Settler," dated from New Westminster, British Columbia, 4th December, 1876, containing intemperate and ungenerous remarks on his island neighbours of Victoria, the British Columbia capital. To controvert some of his other assertions the following counter-statements are respectfully submitted, that the subject of the proposed terminus of the Canadian Pacific Railway may be considered by the British public from another point of view.

As might be expected, mainlanders inhabiting the southern and in extent the third part of continental British Columbia are not in accord with Vancouver Islanders on the Railway Terminus question, although perfectly aware that it will be determined on its merits by the statesmen of the Dominion and mother country, when possessed of the fullest attainable information. It is doubtless the duty of mainlander as well as of islander to furnish each his quota of information, and it is for the impartial to judge how far supposed self-interest may have unwittingly warped the statements presented by either.

I differ from "Old Settler" as to the extent of the harbour of Burrard Inlet, and as to his estimate of its value to the Dominion and the empire, as the site of the western terminus of the Canadian Pacific Railway.

In his epistle to the *Times* he has the following:—"A good route has been found, passing through or close to the settled parts of the province, and terminating at the magnificent harbour of Burrard Inlet—a harbour capable of containing all

the navies in the world, with plenty of room to spare ; a harbour which Victorians in their blind rage stigmatise as difficult and dangerous of access, but into which sailing ships have been brought under sail and without a pilot."

With regard to the last assertion I have to admit that authentic evidence does exist ; that about ten years ago two merchantmen, each of, at the most, from 300 to 400 tons burthen, sailed into the inlet without a pilot ; but they were piloted out, and their masters never repeated the venture. Like instances may very rarely have occurred. It is well known as an almost unvarying custom that sailing ships are towed to and fro between Royal Roads, Esquimalt, and the inlet. So far is Burrard Inlet from being in respect of safe harbourage comparable with Milford Haven or Cromarty Bay in the old land, that it has of good anchorage at Granville or Coal Harbour only about one square marine mile in extent, and at Moodyville on the north shore only half a square marine mile or less. The remainder of the inlet, 36 fathoms deep in mid-channel, is, owing to strong tidal currents and eddies, unsafe for anchorage.

Outward bound ships with their tugs do anchor at its edge, in about 20 fathoms, awaiting turn of tide, but meanwhile a man has to be at the helm so to steer as to obviate the risk of having the cable snapped.

"Old Settler" avoids mention of the dangerous Narrows leading from the Georgian Gulf into the inlet. Through these, but 300 yards wide in one place, the tide rushes strongly up and down, and the eddies are rapid. For two hours spring tides are said by experienced men to average ten knots through the Narrows. So much for "Old Settler" on these matters of fact. He is not the only mainlander who has publicly vaunted of the harbour of Burrard Inlet and its approaches. In the Ottawa House of Commons, 6th April, 1876, a B.C. mainland member said, in his place, that "the navigation from the southern extremity of Vancouver Island to Burrard Inlet is excellent." This does not agree with what

is stated in the "Vancouver Island Pilot," pages 1, 30—34, and 102, or with what is shown in the Admiralty Chart of "Vancouver Island and adjoining Mainland," both the work of Captain (now Admiral) Richards, R.N., and of his officers. Neither does it correspond with the well-considered representations of commanders of coasting steamers, and of pilots, who for years have been passing up and down in all weathers when practicable. They say the Haro Channel abounds in shoals and reefs, narrowing it at one point to less than two miles, between Turnpoint on Stuart's Island, U.S.A., and Cooper Reef, B.N.A. Its depth of water varies from 60 to 180 fathoms. The spring tides run at least at the rate of 6 knots an hour, while off the points are strong eddies and dangerous tide rips. In and adjoining this channel are several anchorages suitable for vessels of about 1,000 tons if towed, but none where ocean steamers or sailing ships of the largest size should ever be found in foggy or stormy weather.

Staff Commander Pender, R.N., in evidence, by request of the Admiralty, recently given to the Colonial Office for general information respecting the harbours of the mainland, after avowing preference for Burrard's Inlet as the site for the railway terminus over other *mainland* inlets, as far as yet surveyed, further states, however, that "the risks attending navigation, with large steamships against time, amongst the islands lying between Juan de Fuca Strait and the Strait of Georgia are very great." The foregoing is the concluding sentence of Captain Pender's evidence, as copied in the *Victoria British Colonist*, 9th May, 1877, from the latest Progress Report of Mr. Sandford Fleming, Engineer-in-Chief of the Canadian Pacific Railway Survey.

In that report is also given the evidence of Admiral Richards, and of Admirals Farquhar and Cochrane. With Admiral (then Captain) Richards, Mr. Pender was for several years engaged in the survey of this coast, and latterly, when himself in command, he continued the work for some years

longer. His opinions on the matter in question are therefore entitled to the greatest consideration. Mr. Fleming, in his late comprehensive Report, states, as one of the deductions derivable from the naval testimony furnished, taken in conjunction with the Admiralty charts, that the approach to Burrard Inlet by the south of Vancouver Island is through passages more or less intricate, between or at no great distance from islands known as the San Juan group.

The strategic or military objections to the Fraser Valley and Burrard Inlet route have, in the Dominion Parliament, been adverted to by Premier Mackenzie, and in his latest report (1877) by Mr. Fleming. However great the desire of the British for amity with surrounding nations, the contingencies of war are points that our statesmen are not accustomed to ignore, or dismiss the consideration of as of small moment. Friendly as the future relations of England and America may be, there is yet no sign of abatement in their existing intense commercial rivalry. It is hence of primary necessity, and clearly of the highest import to Imperial and Dominion interests, that advantage should be taken of the best commercial standpoint still remaining to Great Britain on the Pacific slope.

The Americans possess on the Fucan Strait, opposite to, and seventeen miles from Esquimalt, "Port Angeles," jocularly called "Cherbourg," and in the "U.S. Pilot," p. 188, termed "an excellent and extensive harbour." At page 190 of the same authority is the statement that "coal of fair quality is reported to have been found within three miles of the harbour." Port Angeles could, by a railway from 150 to 175 miles in length to Tenino, a short distance S.W. of Olympia, the capital of Washington Territory, be connected with the line between Tacoma, W.T., and Roseburg, Southern Oregon, ultimately, it is said, to be joined in California with the Central Pacific Trans-continental line.

A few years ago, when some American capitalists projected the North Pacific Railway line, and were having the Puget

Sound (W.T.) country examined for a pass through the Cascade Mountains, and for a good terminal harbour on the eastern shore of the territory, Holmes Harbour, sixty miles south of Port Angeles, was so much talked of as the terminus that land there and in the neighbourhood greatly rose in value. It was at this time proposed to carry the line from Snoqualim Pass by a long circuit north to opposite Fidalgo Island (see map of W. Territory), thither by bridge, thence south, and by bridge across Deception Pass to Whidbey Island, and on to Holmes Harbour, which opening on the east shore of that island would have had to be connected by a ship canal of a few miles in length with Admiralty Inlet, the straight and safe southern furcation of De Fuca.

Although, north of Holmes Harbour, on the east coast of Washington Territory, there are other harbours, and amongst these Bellingham Bay, whence coal is exported in sailing vessels, the above-mentioned capitalists held distinctly in view the adopting a terminus of comparatively easy access from the ocean, and considering the expensive operations proposed, it is a fair inference that they regarded this as a point of primary importance. The sending a branch railway line into British territory was then and has been since talked of.

A hope is evidently entertained that with such a branch, and after the occurrence of vexatious delays and marine disasters on the passage to a terminus at Burrard's Inlet, the Canadian P.R.R. would become secondary and subsidiary to the American Railway lines hereafter to terminate on Admiralty Inlet and the Fucan Straits. What is plainly a hope for Americans is a great dread to Victorians, and for most other British Columbians who give attention to these matters.

Fogs occasionally prevail on this coast every season from August until November, being in dry seasons lengthened by forest fires. During mild winters real fogs occur much later, but do not last long. In September, 1868, coasting steamers were for ten days delayed by fog in Victoria Harbour. On

another, or possibly the same occasion, while several steamers were fog-bound at Nanaimo, an American captain ventured out and wrecked his ocean steamer.

A late leader in the *Toronto Globe* of 27th April stated that "what there is of population in British Columbia is located chiefly along the Fraser and Thompson Valleys," and a like statement was last session made in the Ottawa House of Commons. It is nevertheless entirely wrong. The facts are against both the editor and the M.P., as reference to the B.C. Voters' List, 1876, will prove. There is no census of the whole population, but a tolerably correct one of the school population taken annually. In 1876 the school population of the island stood to that of the whole mainland in the proportion of 18 to 7. A few young people from the mainland are at school in Victoria.

Since July, 1873, there has been no settlement on the public lands of the island that would have attracted greatest attention, as these have been reserved from sale or alienation in a twenty-mile belt from Esquimalt to Seymour Narrows, between which points the Dominion Government of that day located a railway.

Mr. James Richardson, the geologist employed by the Ottawa authorities under the Geologist-in-Chief, A. R. C. Selwyn, Esq., in his report of 1871-2 speaks of the coal deposits of this belt on the east coast of Vancouver as "extending from the vicinity of Cape Mudge in the north-west, to within fifteen miles of Victoria in the south-east, with a length of about 130 miles." Regarding this tract, in examination of which Mr. Richardson was long employed, he adds, "It possesses generally a good soil, and may hereafter be thickly settled."

Victorians, instead of, as "Old Settler" writes, wishing to have a railway pass through "a wild, unsettled country," for the general good, desire to have it, after terminating at the best harbour on the B.C. Pacific slope for ocean commerce, develop the varied resources of the east coast of Vancouver

and adjacent islands, where there will yet be coal and manufacturing towns, and a wealthy and loyal population in town and country, as leal for home or imperial defence as their fellow-subjects of Ontario, Quebec, Nova Scotia, and the other eastern provinces. This tract would early afford important wayside traffic. From the car-ferrying point at the snug harbour of Otter Cove, having about a mile of wharf frontage (see chart and Fleming's two reports), settlement would spread along the island and mainland coast wherever frugal, industrious families could reasonably hope to prosper. Not far from the cove the fine valley of Salmon River, V.I., invites agricultural settlement. At and far beyond the cove the same timber flourishes which in such vast quantity, sawn and in spars, is exported from the "Inlet," B.C., and Puget Sound, U.S.A.

In the last session of the Ottawa Senate the Hon. R. W. Scott, Secretary of State, in reply to inquiry as to why no naval testimony had been obtained as to the value of island harbours in comparison with those on the mainland, said that he thought full information as to the former was in possession of the Government.

It is desirable, since the colonists of Victoria have been attacked in the columns of the *Times* by "Old Settler," as being regardless of the higher interests of the province, the dominion, and the empire, and as purely from the most miserably selfish considerations striving to have the Western Railway terminus at Esquimalt, Vancouver Island, that such defence as one Victorian can present should have wide currency.

The strait of Juan de Fuca, dividing British North America from the United States, is between eight and seventeen miles wide, and eighty-four miles long, and for safety of navigation is excelled probably by few, if any, inland seas on the globe. As a guide from the ocean to the strait there are deep sea soundings forty-five miles out from the line of coast, and on each shore of the entrance a first-class lighthouse. Inside

no hidden dangers exist, except at one spot half a mile from land on the American shore; the soundings deep in mid-channel shoal towards land, and good anchorages are to be found on either shore. See "V. I. Pilot," pages 1 to 6, and "U.S. Coast Pilot," for Washington Territory, &c., pages 182 to 200.

On this strait, sixty-two miles from the ocean, are the well-known harbour of Esquimalt, and its contiguous and invaluable outer harbour or roadstead, on the Admiralty Chart marked "Royal Bay." Thither ships are continually brought under sail and without a pilot. Thence they are towed oceanward only on special occasions.

This roadstead is deemed in some respects superior to that of the Downs. It is perfectly sheltered from westerly winds, but to a certain extent affected by south-easterly gales. Still, what have been considered as such, blowing down the straits, have, in the roads, been weathered by ships with only one anchor down.

Ships can be anchored in Royal Bay without liability to pilotage or other charges.

Within easy reach of all ports to the southward, and only from six to ten days' sail of San Francisco, the greatest of these ports, Royal Bay, is more and more being resorted to by shipmasters seeking freight, for here they can select a cargo either north or south, and charters can be speedily arranged, as telegraphic communication exists with all the most important parts of the world.

Esquimalt has of wharf frontage four and a half miles, and of safe anchorage about three square marine miles, although within this area a few small spots will some day need the dredger. Royal Bay outside has three square miles of good holding ground.

East of it there is some inferior anchorage, and west, some miles more of the same, with harbours good against westerly winds. Since the completion, in 1860, of the Race Rock, V. I. lighthouse, no marine mishaps have occurred between

Royal Bay and the ocean. No such allegation as this can be made as to navigation between the Roads and Burrard's Inlet, or Nanaimo, on the routes to which disasters of the most serious nature have happened to steamers and sailing vessels. Details of these can be found at the Marine Department of the Board of Trade in London.

The subsidized American mail steamers thrice monthly reach Esquimalt at all hours and in any weather.

In 1873 H.M. flagship *Repulse* (Admiral Hillyar) by night steamed into and up the Fuca Straits, anchoring in Esquimalt long before daylight, although all on board were strangers on this coast.

"Old Settler" objects to Vancouver as being an "outlying island." To thinking men, and Britons born especially, this must, with all it involves, be a recommendation.

At home, since first a steamer crossed the Atlantic, points of arrival and departure for large ships, doubtless in avoidance of the delays and dangers of inland navigation, have ever been shifting oceanwards, until, at length, Cork and Falmouth are such stations, and Valentia Bay soon will be.

The shortening of some distance of railway construction and travel is of small account; indeed, it is as nothing compared to the saving in time, in bad weather, facility of locomotion by night, and to the perennial minimizing of sea-risks that will ensue from having the Western Railway terminus at the most eligible harbour on our Pacific coast; a harbour which is within easy reach of or from the ocean, by powerful steamers, during night, fog, or storm, and which possesses the advantage of being situated where the climate is the most agreeable, mild, and sunny, on a wide and safe inland sea, the Fucan Strait, a great highway of commerce for the Americans, and equally so for the British, in the widest sense of that already very comprehensive term. All these advantages Esquimalt unquestionably possesses, and what other harbour in the province can claim a title of them? Some points in this paragraph are briefly but strongly touched on

in Chief Engineer Fleming's Railway Report of January, 1874, pages 6 and 10.

Further north on Vancouver Island, at Fiiksiwi and Rupert, coal fit for steamboat use exists, and on an island near, rich magnetic iron ore. Coal is found at Quatsino, west coast of Vancouver Island, and likely enough extends to the northernmost part of the island.

The straight channels, having many anchorages, and several harbours leading from Otter Cove to the open sea at Queen Charlotte's Sound (see chart), offer very suitable points for the placing of ordnance. They are frequently used by coasting steamers, and by American steamers bound for Alaska. Four of our most experienced steamboat commanders have told me that in bad weather or darkness they consider these channels safer than those of the Haro Archipelago.

One American war steamer has been wrecked in the neighbourhood, but then the main channel was left for a shorter cut. In case of war, should access to the Georgian Gulf be temporarily impeded, or apprehension thereof entertained abroad, merchantmen bound for Burrard Inlet would have to proceed "northabout," making land at Queen Charlotte's Sound. Thence their towage, counting from the harbour of Nawitti bar, Goletas Channel, would be 235 miles, whereas to Otter Cove towage would only be 106 miles.

An accurate observer, of competent authority, Mr. G. M. Dawson, F.G.S., now for the third season geologizing on the mainland, in a lecture last February at Montreal, on British Columbia, thus in the order of their importance classified the resources of the province :—1, Mines ; 2, Forests ; 3, Fisheries ; 4, The Chase ; 5, Stock Raising ; 6, Agriculture. From Esquimalt to Otter Cove the first three of these resources abound. The fourth is as elsewhere. The fifth only as subsidiary to grain culture, and the sixth, as elsewhere throughout the province, exists but moderately. On the mainland coast, copper mining, it is thought, will be developed. Coal is reported on Smith's Inlet, Fitzhugh Sound. Timber and

fish are in abundance on the coasts. Stock raising, ranked fifth in importance, is, as a general thing, and except at Carriboo, the chief pursuit east of the Cascade Mountains, north and south of Route No. 6, the proposed railway line *via* Bute Inlet.

Everywhere in summer horned cattle become very fat, but nowhere can the precaution be omitted of having large supplies of natural hay as winter provender. In the south during mild seasons much hay is not expended.

In the great lake country between N. lat. 53° and 55° there is said to be much summer feed for cattle. Beeves are driven at little expense to market north and south. This year several hundred head are being taken into California.

The navigation from Otter Cove to Frederick Arm for the steam car ferry-boat is known to be perfectly safe; some illustrate by comparing it to that between Blackwall and Gravesend.

Ferrying between Burrard Inlet and Nanaimo of railway cars is not considered safe.

Adoption of the central route No. 6 of Fleming's report will greatly promote more thorough prospecting for the precious metals throughout the vast extent of country.

The bridging from mainland to island hereafter to be effected, and now by "Old Settler" in his letter made a bugbear of, will not be attempted until the "Great North-west" has been extensively peopled, and the requirements of a vast traffic demand and justify the outlay. The day of that great engineering work may not be far distant if the statesmen of the motherland and of the Dominion, imbued with a high sense of mutual duty and responsibility, by earnest and befitting co-operation urge on railway progress in Central British North America, and as an essentially necessary concomitant effectually promote emigration to that beautiful, salubrious, far-spreading, and fertile land. It is quite reasonable that railway extension should there be more rapid than on the Pacific slope, but it would be the extreme of unfair-

ness not very soon to commence in this province simultaneously on island and mainland.

So young and so very isolated a province as British Columbia, encountered north and south by a tariff prohibitory to some of its products, and almost so to all, needs for its development a great public work, and it fortunately happens that such, in the shape of railway construction, is called for in the real interests of the old country and the Dominion.

A BRITISH NORTH AMERICAN.

APPENDIX.

THE "MAINLAND" AND VANCOUVER ISLAND.

To the Editor of the "Times."

SIR,—You can imagine with what interest every article in "Old Country" newspapers having reference to our affairs in this far-away spot of the globe is read by British Columbians; but you cannot have any idea of the dismay and regret which are felt by "Mainlanders" when they see that the whole of the arguments so ably brought forward are in the interest of a very small portion of this magnificent province—Vancouver Island; or I might with greater truth say, in the interest of Victoria, a single town at the "falling-off place" of British Columbia.

Englishmen who have never been in this part of her Majesty's dominions are too apt to be misled in this matter, and to suppose that because Victoria has done all the talking, has been unceasing and untiring in asserting her own interests in the public speeches of her leading men, and in the columns of her two local papers,—because, in short, Victoria has not her greedy expectations satisfied, that therefore the whole province is almost in a state of rebellion.

Will you allow me, sir, to say a word as to what the Mainland of British Columbia thinks, premising that, were it not for the trade of the Mainland, Victoria would now be what it was originally, an Indian village, and that a small one. You are aware of the cause of contention between this province and the Dominion of Canada. It may be summed

up as the Trans-Continental Railway. The Premier and Government of the Dominion have been working energetically to carry out the programme bequeathed to them by their predecessors, Sir John A. Macdonald and his colleagues, which was to have a rail communication from the Atlantic to the Pacific, and within a certain time; Sir John's Government, moreover, fixing the terminus at Esquimalt, on Vancouver Island, with a railway thence to Nanaimo, and thence by bridge or ferry to the Mainland.

I suppose, sir, that Sir John A. Macdonald himself would now acknowledge that his proposed road, and the time in which it was to be constructed, and the placing the terminus on an outlying island, involving bridging between Mainland and Island of prodigious cost, are simply impossibilities with the means at the disposal of the Dominion. He would, no doubt, also acknowledge that the route through the Mainland in order to connect it with the bridge or ferry to the Island would of necessity go so far north as to leave the settled and cultivated portions of the Mainland as much out of reach of the benefits to be derived from the railway as if it were made through Alaska. Mr. Mackenzie, who succeeded Sir John A. Macdonald, saw the absurdity of the terms granted to British Columbia, and did the best he could in sending out numerous survey parties all over the continent to discover the shortest and best route to the sea-coast. This, I think I may say, has been accomplished, and a good route has been found, passing through or close to the settled parts of the province, and terminating at the magnificent harbour of Burrard Inlet—a harbour capable of containing all the navies in the world, with plenty of room to spare; a harbour which Victorians in their blind rage stigmatise as difficult and dangerous of access, but into which sailing ships have been brought under sail and without a pilot.

Now, sir, you can understand the bitterness and selfishness of Victorians. They do not seem to care for the benefit of the province at large, their sole idea is to force the railway to the

Island and through to Esquimalt, so that their lands and town lots and speculative purchases may be made to return \$20 for \$1. When it was proved that the expense of taking the railway across the Straits to Vancouver Island would involve such frightful expense that even wealthy Great Britain would recoil from it, these disinterested patriots at Victoria fell upon the unfortunate Dominion Government with shrieks of broken terms and bad faith.

And now, sir, what does the Mainland say?—that Mainland from which the Victorians draw all their living, and whose trade gives them the means to speculate in corner lots and unoccupied land? Sir, the Mainland is satisfied so far. They see that Mr. Mackenzie inherited an impossible task from his predecessors. They acknowledge the energy and promptitude with which he has conducted surveys all over the country. They know that, after all, the route must be settled by the engineers. They know that, if a practicable route can be found through the settled portions of the province, no minister would be so treasonably guilty as to divert it to an unsettled and wild country in order to satisfy the hungry, greedy cormorants in Victoria, who are making so much noise and turmoil over their disappointed hopes, and crying for "Carnarvon terms or separation." The Island may separate if she wishes. Lord Dufferin told them plainly what separation meant in their case. The Mainland can do without Victoria, but Victoria cannot exist without the Mainland. Nanaimo, on the Island, has solid means of prosperity in her splendid coal mines; but Victoria, which is the cause of all this trouble, were she left to her own resources, would fall back to what she was before—a Siwash Ranche.

Allow me once more to say, the Mainland is satisfied so far; that they have confidence in the Dominion Ministry fulfilling all their obligations, so far as can be done with justice to the rest of the Dominion; that they believe there has been no unnecessary delay; that they have faith in the

railway, which is a necessity not alone to them, but to the Dominion at large, and, may I add, to the imperial Government also?—Your obedient servant,

OLD SETTLER.

New Westminster, British Columbia, Dec. 4.

DESCRIPTION OF ESQUIMALT HARBOUR.

By Correspondent of the "Times," 1858.

I left San Francisco on Thursday, the 24th June, at half-past four p.m., and arrived in Esquimalt Harbour, near Victoria, on the following Tuesday at six in the morning—distance 800 miles.

Having for several years entertained a conviction of the vast importance to England of the possession of Vancouver Island, both politically and commercially, and of the absence of any other point on the coast which can ever rival it north of San Francisco, I watched with much interest the different bays and anchorages as we passed them. There is not a safe harbour, not a spot adapted for a commercial port, between San Francisco and the island. Humboldt Bay is capacious, and vessels can lie with tolerable safety when once in; but it is inaccessible in heavy weather, and is difficult of exit.

There are several harbours along the coast which are good enough in summer, during the prevalence of north-west winds; but in winter the south-east winds blow up the coast, and make them all unsafe and difficult of access. The captain's remark was, "There is either a heavy swell or the access is difficult." There are no hidden dangers on the coast.

Steamers can keep close in shore, where the sea is smooth and little current, but sailing vessels should keep a good offing, particularly from April to October, when the wind blows from the northward and westward, and causes a strong current.

The harbour of Esquimalt is a circular bay, or rather a basin, hollowed by nature out of the solid rock. We slid in through the narrow entrance between two low, rocky promontories, and found ourselves suddenly transported from the open sea and its heavy roll and swell into a Highland lake, placid as the face of a mirror, in the recesses of a pine forest. The transition was startling. From the peculiar shape of the bay, and the deep indentations its various coves make into the shore, one sees but a small portion of the harbour at a glance from the point we brought up at. We therefore thought it ridiculously small after our expectations had been so highly wrought in San Francisco.

The whole scenery is of the Highland character—the rocky shores, the pine trees running down to the edge of the lake, their dark foliage trembling over the glittering surface which reflected them, the surrounding hills, and the death-like silence. I was both delighted and disappointed—delighted with the richness of the scenery, but disappointed at the smallness of the harbour. Can this little loch, imprisoned within natural ramparts of rocks, buried in the solitude of a forest, be the place which I hoped would become so famous; the great destiny of which has been prognosticated by statesmen and publicists, and the possession of which is bitterly envied us by neighbouring nations; this the place where England is to centre a naval force hitherto unknown in the Pacific, whence her fleets are to issue for the protection of her increasing interests in the western world; this the seaport of the Singapore of the Pacific; the modern Tyre into which the riches of the East are to flow and be distributed to the western nations; the terminus of railway communication which is to connect the Atlantic with the Pacific?

A survey of the bay satisfies one that it is a capacious harbour capable of containing a large fleet—hundreds of vessels when its capacity is made available by engineering—the building of wharves, throwing out of jetties, scarping the rocky shores, &c.

And it has the natural advantages of a good bottom for anchorage, is almost land-locked, and by a little building at the entrance can be made completely so: deep water, five, six, seven, and eight fathoms, easy of access, Victoria Bay, over which vessels pass in entering, being itself a safe anchorage, and of great capacity. The harbour is admirably adapted for fortifications, which could be built at its entrance in such a manner as to make it impregnable. Guns could be so placed on the promontories and on an island just outside, in Victoria Bay, as to completely command the entrance, and under the fire of which no vessel could live;—and what is of infinite importance—there is a portion of the harbour which could not be shelled, and which is well adapted for the building of a dockyard.

The ground on two sides of the harbour is eligible for a city, and—what is a curious feature in the landscape, and may become yet of great commercial importance—an arm of the sea, called the Victoria Arm, runs up into the country from Victoria several miles to within 600 yards of Esquimalt Harbour. This is navigable for small vessels; and should Victoria continue to be the capital of the colony and the commercial city, nothing is easier than to carry merchandise in a variety of craft from the harbour to the city by the Victoria Arm (which would be an inland navigation) free from the swell of the open sea between the two places.

EXTRACT OF REPORT OF CAPTAIN (NOW ADMIRAL) RICHARDS,
R.N., ON THE HARBOURS OF VANCOUVER ISLAND AND
BRITISH COLUMBIA, PREPARED BY THE DESIRE OF THE
LATE SIR E. B. LYTTON, BART. *See Parliamentary
Papers relating to British Columbia, Part II., page 14.*

I will now offer a few observations on the harbour of Esquimalt, which from its position and capabilities would appear destined to become the emporium not only of Vancouver Island, but also in a great measure of the new colony which has just been called into existence under the name of British Columbia. Though not a first-class harbour in point of size, it has ample room for twelve ships of the line, besides many smaller vessels. It affords good shelter, and the holding ground is good; it is easy of ingress and egress; the shores of its numerous bays and creeks are well adapted for wharfage, with sufficient depth of water for merchant ships to lie alongside. There are good sites for docks; although, from the small amount of rise and fall of tide, ten to eleven feet, some excavation would be necessary, to which the nature of the bottom appears to offer no difficulty. Limestone is obtainable, and in common with all the harbours of Vancouver Island its shores are thickly timbered.

It is not, however, free from the defect common to the island generally, viz., the scarcity of natural springs of water in summer; but water can be always obtained by sinking wells to a sufficient depth, and there is an inexhaustible lake within a short distance of the western side of the harbour, whose waters could be conducted to the seaside at a very trifling expense.

There is yet another cause which must add to the importance of Esquimalt in a maritime point of view, which is that it is at the extremity, as it were, of sailing navigation. Although the Gulf of Georgia and the channels leading into it have been navigated by sailing vessels, yet the disadvantages are obvious and very great, and the loss of time incalculable.

The general absence of steady winds among these channels, the great strength and uncertainty of the tides, and the existence of many hidden dangers could not fail to be productive of constant accidents, and in a commercial point of view such a class of vessels could never answer. The time, I apprehend, is past also when ships of war without steam power would be likely to visit these waters.

Esquimalt is, therefore, well adapted as a port of entry for sailing ships making the long sea voyage from England or other distant countries, and is equally well suited as the depôt and starting-point of a line of steamers for the Frazer River or other ports in British Columbia.

The harbour of Victoria, three miles from Esquimalt, though it can never cope with the latter as a naval depôt or as a haven for large merchant ships, on account of its intricate and shallow entrance, is nevertheless far from being unimportant. Vessels of considerable draught can enter by attending to the tides, and when within there is ample space and depth for a large number of ships.

Near the head of Victoria it is only separated from Esquimalt by a narrow neck of land, through which it seems probable at no distant time a canal will connect the two harbours.

Royal Bay and Esquimalt Harbour are also described by Admiral Richards at pages 20 and 21 of "Vancouver Island Pilot."

EXTRACT FROM "BRITISH COLUMBIA AND VANCOUVER ISLAND," BY CAPTAIN R. C. MAYNE, R.N., H.M. SURVEYING SHIP *Hecate*, OCTOBER, 1862. DESCRIPTION OF ESQUIMALT HARBOUR.

Eight miles north of the Race Islands is the harbour of Esquimalt, and three miles northward of that lies Victoria, the capital of Vancouver Island, and the present seat of government for both that colony and British Columbia.

As a harbour, Esquimalt is by far the best in the southern part of the island or mainland.

It offers a safe anchorage for ships of any size, and although the entrance is perhaps somewhat narrow for a large vessel to beat in or out of with a dead foul wind, it may usually be entered easily and freely. It is, moreover, admirably adapted to become a maritime stronghold, and might be made almost impregnable. Its average depth is from five to seven fathoms, and in Constance Cove, on the right-hand side as the harbour is entered, there is room for as large a number of ships as we are ever likely to have in these waters to take refuge in if necessary.

As yet the want of fresh water in the summer-time is felt as an inconvenience; but there are several large lakes a little up the country, at a level considerably above that of the harbour, and from them, when the resources of the country are developed, water can be easily brought down to the ships.

Each new admiral that is appointed to the North Pacific station appears to be more and more impressed with the evident value and importance of Esquimalt as a naval station.

NAVIGATION OF THE HARO STRAITS.

FULL DETAILS WILL BE FOUND IN THE "VANCOUVER ISLAND PILOT." HARO ARCHIPELAGO, PAGES 1, 33, 36. CHANNEL, PAGE 102. STRAIT, PAGE 30.

EXTRACT FROM "DIRECTORY FOR THE PACIFIC COAST OF THE UNITED STATES," BY GEORGE DAVIDSON, ASSISTANT COAST SURVEY. VIDE REPORT OF SUPERINTENDENT OF U.S. COAST SURVEY, DURING YEAR 1858.

ARCHIPELAGO DE HARO. THE TWO STRAITS.

The experience of three seasons' surveying in this immediate locality has not increased our relish for navigating these

channels in sailing vessels. With plenty of wind no navigation could be better, but in a calm vessels will be frequently jammed close to rocks, with only a few fathoms inside of their positions, but forty or fifty outside, and a swirling current that renders towing with boats utterly impossible.

Frequently, too, boats have been nearly swamped by the tide rips that exist through them. Off East Point, as an instance, a five-oared whaleboat entirely failed to hold her own against the current, which we judged to be *rushing* (the only term applicable) at the rate of seven miles per hour.

Throughout the Canal de Haro the roar of the conflicting currents can be heard for miles, and the main current runs frequently six miles per hour. It is ten miles longer than the Rosario Strait, and makes a right angle in its course, but is a mile wider.

Rosario Strait is less curved, has several anchorages and known dangerous rocks, and a current of about a mile and a half less per hour. For steamers either channel, or even some of the narrow intermediate channels, may be used; but for a sailing vessel the Rosario passage is preferable, although the total distance from the middle of the Strait of Juan de Fuca to the middle of the Gulf of Georgia is five miles longer.

The winds are apt to fail in both channels, and during summer frequent calms prevail.

NAVIGATION OF THE HARO STRAIT, FROM A MILITARY POINT OF VIEW.

EXTRACT OF REPORT BY GENERAL TATTEN, CHIEF ENGINEER
U.S. ARMY, TO GOVERNMENT OF THE UNITED STATES
UPON THE EFFECT OF THE POSSESSION OF THE ISLAND OF
SAN JUAN: MADE PREVIOUS TO THE ARBITRATION ON
WATER BOUNDARY BETWEEN BRITISH COLUMBIA AND THE
UNITED STATES. VIDE PAPERS PRESENTED TO SENATE OF
THE UNITED STATES, 20TH FEBRUARY, 1863.

The desire of Great Britain to retain the island aises, I am convinced, much less from a belief that such a military or naval station is necessary to her interest in that region, than from a knowledge that to us they will afford military advantages quite important, and not otherwise to be had.

This leads me to remark, in the second place, that by the establishment of the division line between the two countries in the Straits of Haro, we shall, in some sort, have compensation for the advantages Great Britain enjoys by owning the whole of Vancouver's Island, and maintaining a predominant naval force at its southward extremity, since it will then be in our power to react with more or less effect, according to our energy and enterprise, upon these interior waters by securely fortifying an anchorage at San Juan Island, or some other place close upon the Haro Channel.

The presence, under the shelter of such fortifications, of fast armed steamers would exercise an important influence upon the communications between the Straits of Fuca and the Gulf of Georgia, Frazer River, &c., would at all times threaten and harass that communication, and completely command it whenever it should happen to be without the actual presence of a strong convoy.

THE COMMERCIAL CAPABILITIES OF ESQUIMALT.

EXTRACT FROM "VANCOUVER ISLAND AND BRITISH COLUMBIA,"
BY ALEXANDER RATTRAY, ESQ., M.D., R.N. H.M.S. *Topaze*.

Vancouver Island has a threefold aim as a commercial colony:—

First. This island must carry on the traffic of both colonies. Of the two, this colony alone is adapted for development as a commercial colony; and Victoria and Esquimalt will continue as they now are, the commercial depôts for both the mercantile centres of the entire coast and the markets for supplying the population of both colonies, including 214,000 square miles, that will ultimately be as densely peopled as Canada and many of the United States.

Secondly. Possessing eminent capabilities, its aim should be to become the principal commercial colony of the Pacific, and to make its shipping carry on at least the local traffic.

Thirdly. Her purpose should be to become the depôt for concentrating the commerce of the Atlantic and Pacific; the entrepôt in which the traffic from Polynesia, Australia, and Eastern Asia, and the Pacific generally meets with that from Europe and the United States; where the produce of the one is collected for transmission to Europe, the goods of the other for dispersion over the Pacific.

At present the Pacific is, and probably long will be, supplied with manufactured goods which are carried to it from Europe and the States by Panama, Cape Horn, and the Cape of Good Hope; and for this there is no convenient depôt.

This colony is admirably adapted for becoming a commercial centre of this kind, and ought to be made a mart for the dispersion of imported manufactured goods to all parts of the Pacific.

EXTRACT FROM PRIZE ESSAY ON VANCOUVER ISLAND, BY CHARLES FORBES, M.D., R.N. PUBLISHED BY COLONIAL GOVERNMENT.

British Columbia has great mineral wealth and abundant agricultural resources. Vancouver Island has great mineral wealth, agricultural resources, and vast commercial capabilities. Her *ultimate* destiny is clear,—it is nothing less than to be the great commercial mart of the world, to supply the Pacific with the manufactures of the world.

ESQUIMALT AS A NAVAL STATION AND AS A SANATORIUM FOR THE PACIFIC AND CHINA FLEETS.

EXTRACT FROM "VANCOUVER ISLAND AND BRITISH COLUMBIA," BY ALEXANDER RATTRAY, ESQ., M.D., R.N., H.M.S. *Topaze*.

The convenience of ample hospital accommodation at the head-quarters of the squadron, and on British soil, and in a

climate whose salubrity is unsurpassed on the entire station, is therefore evident.

Esquimalt thus supplies a want long felt on this station.

The unhealthiness of the climate of China, and the sickness and mortality which usually prevail in the China fleet, when contrasted with the great salubrity of Vancouver Island and the fineness of its climate, make it a question of great importance whether or not Esquimalt, with its hospital accommodation, its conveniences as a naval harbour, and its comparative proximity to China, with which communications both naval and mercantile will soon be more frequent than at present, might not become the recruiting station and sanatorium for the China as well as for the Pacific squadron; and whether the healthy climate of the eastern coast of the North Pacific might not be made available to counteract the unhealthy influence of that of its western coast.

The heavy sick lists of ships stationed along the coast of China, the large per-centage of invalids sent home, and the great mortality, are often unequalled even on the once so sickly, and still so much dreaded, coast of Africa.

The great salubrity of the climate of the colony is well shown by its marked effect on the health, weight, and general physique of this ship's company, who were weighed individually before arriving, and again after being 9½ months in Esquimalt Harbour. On this occasion 91 per cent. were found to have gained weight to an average of 9¼ lbs. per man, the greatest gain being 25 lbs.

EXTRACT FROM PRIZE ESSAY, BY ALEXANDER
FORBES, ESQ., M.D.

It has been stated to be the intention of the imperial Government to establish in Vancouver a sanitarium for the restoration of the health of invalids from the forces serving in India and China; the plan if carried out will be found to succeed admirably. For all diseases of functional derange-

ment and nervous debility the climate is most suitable, eminently partaking of that qualification remarked some two hundred years ago of England by a royal personage, a keen observer, "A climate that a man can be out of doors in every day of the year." Even for chest affections many most desirable localities can be pointed out; undulating land, sheltering hills, gravel soil, fragrant pine woods, fragrant even to oppressiveness in the balmy northern breezes of summer. Removed from the sea-coast the sudden alternations of heat and cold would in a great measure be avoided, and the open out-of-door life, so generally pursued in new colonies by all people, would soon set up the shattered frames of invalids from the tropics, restore the weakened nervous power, and remove hepatic and other obstructions.

FURTHER TESTIMONY TO THE VALUE OF ESQUIMALT AS A
SANATORIUM, BY CAPTAIN MAYNE, R.N., H.M.S. *Hecate*.
EXTRACTED FROM "VANCOUVER ISLAND AND BRITISH
COLUMBIA."

I have more than once spoken of Esquimalt as being admirably adapted for a naval station and dockyard. I wish to add, that important as this is for our squadron in the Pacific, I think it would be still more so for the squadron in the Chinese waters. Our ships there, which are sometimes almost disabled by sickness, could reach the healthy climate of Vancouver in six weeks, and might, if required, be relieved by vessels from the Pacific squadron. In 1859 the *Tribune* and *Pylades* were ordered across from China; they arrived at Esquimalt with crews greatly debilitated, and all hands a good deal below par. They remained about a year there, and left, I believe, with the crews of both ships in perfect health.

I may also mention that the healthy appearance of our crew was a subject of general remark to all ships arriving on the station.

LIST OF IMPORTANT WORKS TO BE REFERRED
TO FOR EXTENDED INFORMATION ON BRITISH
COLUMBIA.

"Report on Surveys and Preliminary Operations on the Canadian Pacific Railway, up to January, 1877." By Sandford Fleming, Engineer-in-Chief, Ottawa. Printed by Maclean, Roger, and Co.

"Vancouver Island Pilot." Containing sailing directions for the coasts of Vancouver Island and part of British Columbia, compiled from the surveys made by Captain George Henry Richards, R.N., in H.M. ships *Plumper* and *Hecate*, between the years 1858 and 1864. Sold by J. D. Potter, agent for the Admiralty Charts, 31, Poultry, London.

"Papers relative to the Affairs of British Columbia," presented to both Houses of Parliament. Parts I. to IV., 1859, 1860, 1862. Printed by Eyre and Spottiswoode, London.

"Four Years in British Columbia and Vancouver Island." An account of their forests, rivers, coasts, gold fields, and resources for colonization. By Commander R. C. Mayne, R.N., C.B. John Murray, London, 1862.

"Report of Superintendent of the U.S. Coast Survey during the year 1858, Washington, U.S., 1859." Containing "Directory for the Pacific Coast of the United States," by George Davidson, Assistant, Coast Survey.

"Prize Essay on Vancouver Island; its resources and capabilities as a Colony." By Charles Forbes, M.D., M.R.C.S., Eng., late Staff Surgeon Royal Navy. Published by the Colonial Government.

"Vancouver Island and British Columbia." By Alexander Rattray, M. D. Edin., R.N. Smith, Elder, and Co., London.

"Vancouver Island and British Columbia; their history, resources, and prospects." By Matthew Macfie, F.R.G.S. Longman and Co., London.

"Travels in British Columbia; with the Narrative of a Yacht Voyage round Vancouver Island." By Capt. C. E. Barrett Lennard. Hurst and Blackett, London.

"Ocean to Ocean." Being a Diary kept during a Journey from the Atlantic to the Pacific with the Expedition of the Engineer-in-Chief of the Canadian Pacific and Intercoionial Railways. By the Rev. G. M. Grant, Secretary to the Expedition. Sampson Low and Co., London.

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